

THE WASHINGTON HERALD

REAL ESTATE AND BUILDING SECTION

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Third Part:
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HALLS OF ANCIENTS MAY BE THEATER

Rumor Former Lessee of
Columbia Will Take It.

NELSON APARTMENT IS SOLD

Real Estate Market Fairly Active
During the Week—Dealers Look
Forward to Good Business During
the Fall Months—Some Recent Deals
Enumerated—Others Pending.

The real estate market last week was a little more active than for some time past, several large deals having been pulled off and others gotten fairly under way.

Last Monday the trade involving the "Halls of the Ancients" and 30,000 feet of ground in square 573 was announced. The trade was made between R. Golden Donaldson, representing himself, Malcom Hill and others, and Thomas W. Pickford, owner of the M street property. It is the announced intention of Mr. Donaldson and his associates to improve the ground in square 573 by the erection of a large warehouse to be used in connection with the growing shipping business in that quarter of the city nearest to the freight yards of the new Washington terminal of the Baltimore and Ohio Railroad.

A rumor has been current during the week that the parties who have had control of the Columbia Theater for the past six years were forming a company to lease the "Halls of the Ancients" and convert it into a theater, under the same management as the Columbia. This story as yet lacks confirmation, though it is widely believed.

Chase May Build Theater.

It is understood that Mr. Chase, manager of the Chase Theater, in one of the squares to be condemned by the government and taken for the erection of department buildings, is looking for a suitable site on which to erect a new theater. It is understood that negotiations looking to the securing of an option upon an available square in the uptown district has progressed rapidly during the week. There is also a rumor that Mr. Chase will ultimately become the lessee of the Halls of the Ancients for his new theater.

The theater enterprise of the new Auditorium Amusement Company is said by the management to be making satisfactory progress toward realization. A lively war has been going on under the surface in various ways to head off this enterprise, but The Herald has Mr. Thomas' word that that of his principal associates that the payments on the ground will be promptly met, when due, and that building operations will be started almost immediately afterward, the theater combine to the contrary notwithstanding.

Buy Site for Car Barn.

One of the other large deals of the week was the purchase by the Washington Railway and Electric Company of four acres of unimproved ground on the Rockville road, just inside the District line, on which will be erected a new car barn, to serve the growing business of the Washington and Rockville Railroad. It is said the old car barn of the government will be purchased by the company and converted to the uses of the Industrial Home School, near which it stands.

The Washington Railway and Electric Company has also purchased for \$10,000 the corner lot at P street and Wisconsin avenue, which will be utilized in straightening the street and the compound curve of the company tracks at that point. It is further said to be the intention of the company to buy the lot at the intersection of Wisconsin and Dumbarton avenues for the same purpose.

Mr. Doyle Made Appraiser.

One of the interesting events of the week was the appointment by Assistant Secretary Winthrop of Harold C. Doyle, of Thomas J. Fisher & Co., as appraiser for the squares of ground to be condemned in connection with the enlargement of the Bureau of Engraving and Printing. Mr. Doyle has served in a similar capacity on several occasions, and he is considered by the government and others an expert upon real estate values in this city.

Another deal of interest was the sale of the Nelson apartment house to a firm of attorneys in Richmond for \$55,000. The purchasers will hold the property as an investment. The Nelson is one of the newer and larger apartments of Washington, and stands on the corner of the street northwest, O'Flaherty & Fulton, of Richmond, were the purchasers.

Stone & Fairfax report the sale for William H. Rider of the English basement residence, 2013 Columbia road, east of Connecticut avenue. The house is of stone and brick construction, three stories and cellar, and heated by hot-water system. It contains twelve rooms and three baths. The purchaser, who is an army officer, pays \$15,500 for the property, and will occupy the house for his future home.

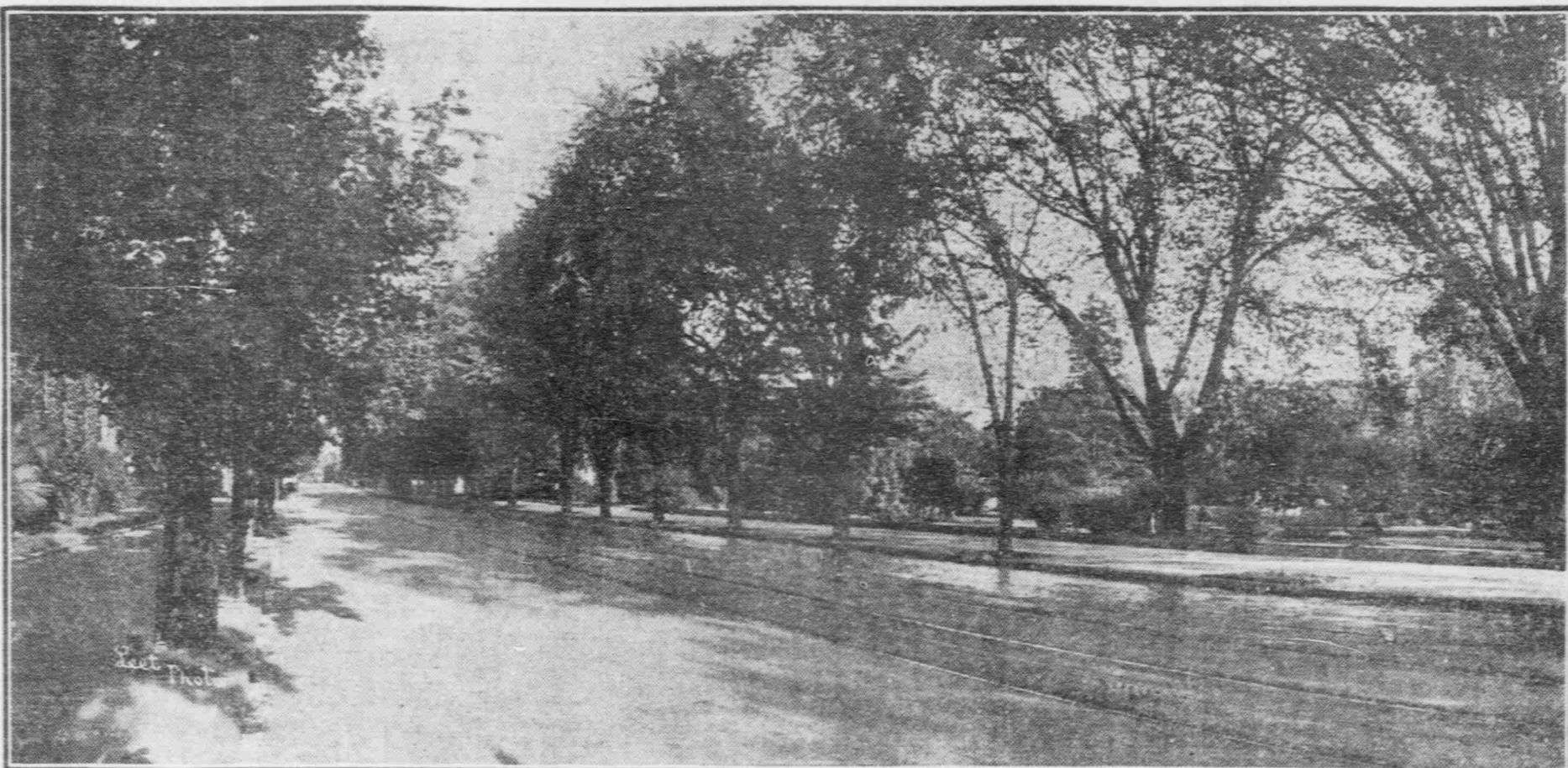
Fourteenth Street House Sold.

Willie, Gibbs & Daniel have sold for Harry Wardman the two-story colonial brick house at 2817 Fourteenth street, between Randolph and Shepherd streets northwest. The house has six rooms, tiled bath, and furnace heat, with colonial porch across the entire front. It has also a large cellar and attic. It occupies a lot twenty feet front by a depth of 114 feet to a 15-foot alley. It is understood that \$5,250 was paid for the property. The purchaser, Mrs. Clara F. Sawtelle, will occupy the premises as her residence.

The same firm has sold for James Martin, builder, the three-story pressed-brick bay-window residence at 33 Adams street, between North Capitol and First streets northwest. The house has nine rooms, steam heat, and a stationary laundry tub. It is situated on a terrace, and occupies a lot 20 feet front by a depth of 35 feet. It is understood that \$5,250 was paid for the property. Mr. A. Warfield Leake, the purchaser, will occupy the premises as his residence.

The Soule Realty Company yesterday announced a list of sales made recently, aggregating more than \$15,000. Among them is the sale of the Lyndane farm, one mile this side of Rockville, for \$25,000. Oliver L. Mims, of Swannanoa, N. C., who takes the farm with its improvements, with the intention of occupying and running it as an up-to-date farm.

ONE OF WASHINGTON'S MOST COMFORTABLE RESTING PLACES IN SUMMER.



Lafayette Square, Dressed in Living Green, with Flowers and Statues Shaded by Mighty Elms and Maples.

CANAL HAS A CHARM

Some Have Wrong Notions
of C. & O. Waterway.

BRINGS IN COAL AND GRAIN

Was Highway of Traffic Before
Railroad Was Thought Of—Storm
of 1889 Almost Blotted It Out.
Changes in Business Since Inde-
pendent Boatman Passed Away.

Every little while some one starts an argument regarding the desirability of improved waterways. The advantages of transportation by water, by river and canal, over the expensive and speedier method of transportation by rail are enlarged upon. A congress of governors or an association of business men meet and discuss the points of the case, and the newspapers give the matter a few columns of space, and then everybody forgets about it until some fresh outrage by the "predatory railway powers" stirs up the old question.

Washington has one of these waterways running right into town. Every one in Washington has an idea that there is a canal entering Georgetown, but where it comes from, and what it is for, and how much of the things Washingtonians are daily finding use for are brought hither by it, few, if any, of us ever trouble to think.

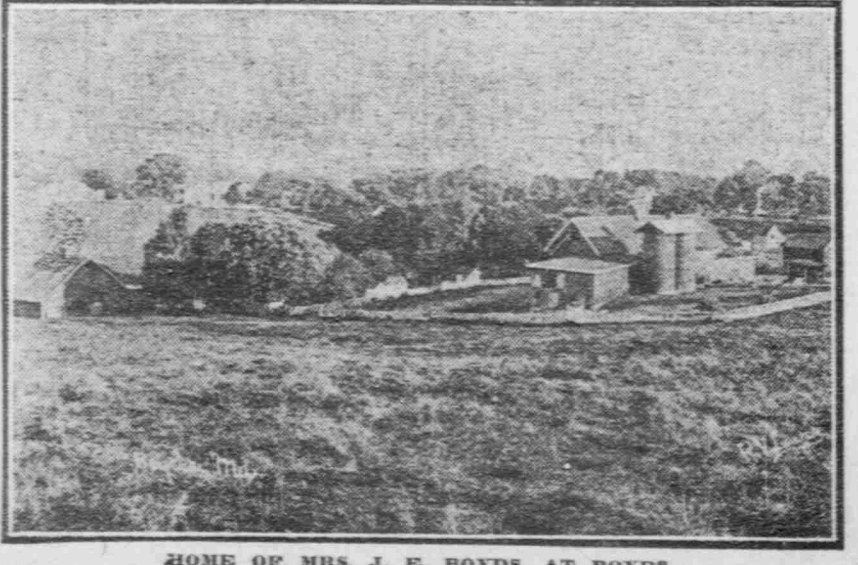
Canal Older Than Railroad.
The old Chesapeake and Ohio Canal was doing business, and a well-established business, when Washington's first railway was only projected.

A large amount of the grain which goes to make the bread for 200,000 Washingtonians comes quietly into town in the plump 100-ton barges of the canal. The bulk of the bituminous coal consumed in the National Capital comes from Cumberland in the same manner. Besides these are tons and tons of other nonperishable freight deposited in Washington each day, thanks to the activities of the canal man and his humble string of mules.

People in general have a lot of false ideas about canals—about how they are conducted, what they are for, and what are their advantages over other methods of transportation.

First among these ideas is the generally mistaken one that canal transportation is slow. To stand by the bank of one of the old-fashioned waterways as a barge glides peacefully past at the modest speed of two and three-quarter or three miles an hour is not the test of actual speed, for the casual observer of the apparently slow progress of the tublike craft hardly realizes that the two or three mules straining at the tow-line are dragging along a weight of freight that it would take fifty mules to haul along a good modern roadway at a similar speed.

DAIRY FARM OF 1,500 ACRES.



HOME OF MRS. J. E. BOYDS, AT BOYDS.

or a hundred animals to move the same weight along the ordinary country road at the same pace.

The canal boat laden with coal has on an average 115 tons aboard. The actual per diem distance covered approximates fifty miles for the boats running two shifts of mules and probably thirty or thirty-five for the boats which run with only one shift.

Starting from Cumberland, say, in the early hours of a Monday morning—canal boatmen are earlier risers even than farmers—the plodding progress of the lumbering craft will land the boat at Hancock Md., late that evening, Tuesday morning at a similarly early hour off she moves, and just as the shades of night are falling provided the faithful mules have indulged in unusual performance, the historic town of Sharpsburg will be reached. A night at this point and another early start and the trip is up is made somewhere below Harper's Ferry, whence the journey to Washington, or, rather, to the point where the canal, meeting with the waters of Rock Creek, has its outlet into the Potomac, is a matter of a day and a half of actual running time.

This would be rather a speedy trip. It is an outline of a trip that does not discuss the probability of an accident, but it is the sort of a trip that is by no means uncommon for the hustling, hard-working canal men, who do not hesitate to put in thirteen hours out of the twenty-four as a regular thing, and run for four or five hours at night besides. In order to make up for any extraordinary delays incident to the day's run.

Disaster in Year 1889.
The dating point in the later history of the Chesapeake and Ohio Canal is the terrible flood of June 1, 1889. Everything in canal lore counts either forward or back from that catastrophe. Old canal men will tell you of the good old days when they owned their own boats and their own teams and things were booming. It is like the stories one listens to of the old folks of the happy "Southwest" whose memories date back to the days before 1861.

The flood of 1889 tore things loose along the canal from Cumberland to Washington, and in some instances banks were bitten out, in some instances miles long, and in many places great chunks of the retaining wall were destroyed. The boats were stranded in the dry bed of what had been the peacefully flowing canal. Here and there along the route boats had been caught in the wash-out of the banks and rushed madly to destruction on the rocks of the Potomac.

Then came nearly two years of absolute inactivity for the canal men, and when, after much discussion as to the practicability of ever resuming the use of the canal, a vast amount of repair work was done at killing expense and the boats started up again, but not on the old independent basis.

Towage Company Carries Coal.

The coal-carrying business of the canal to-day is done by the Canal Towage Company, a subsidiary company of the parent concern. The Towage Company owns the boats, it owns the mules, it owns the harness and everything else. The men are paid a tonnage for the transportation of coal, amounting to 40 cents per ton, and the captain of to-day can earn about \$45 for each trip, whereas in the old independent days \$100 was a usual return for the round-trip turn from Washington to Cumberland.

About the only independent owners remaining along the canal now are the grain boatmen. Some of them are making big money, just as good as they ever did. They buy grain up the canal and load it down to Washington, where they sell it to the mill people of this city. The taking of a certain speculative interest in their commitments gives the canal grain business an element of risk, but the actual speculation in the grain is not a necessary concomitant of the business, and it is still optional with the boatman whether he takes such risk or not.

May Pick Up Passengers.

A feature of the daily life of the canal boatman is the possibility of picking up passengers along the line. Some of the boatmen are a bit brusque with the prospective passenger. Others of them are opposed to the carrying of any human freight at all, but take them by and large the chap who wants to spend a few hours in lazy enjoyment of a journey along the picturesque route of the old-fashioned waterway will find a hearty welcome from the captain and his family, open-handed hospitality of the good old-fashioned sort, and when at his journey's end, be it an hour or a day, an honest expression of enjoyment at the chance of showing him something worth while. Should you doubt this, just try to pay one of the captains for your passage.

WATER CRESS TRADE

Odd Kind of Agriculture in
Virginia Mountains.

PRODUCT GOES TO THE CITIES

Conditions Favorable to Growth of
Plant in Warm Spring Valley.
Farm Devoted to Raising This
Vegetable on a Very Large Scale.
Water from the Springs.

Falling Springs, Va., Aug. 15.—How many people who have a taste for the pungent, succulent water cress, the garnishment of the festive dinner, the luscious, peppery salad of perennial popularity, know just where and how this delectable vegetable is produced, or that its production forms one of the lucrative industries of what is probably the most picturesque section of the Eastern States?

Away back in the beautiful Warm Springs Valley exist the physical conditions best suited to the growth of the water cress, and at Falling Springs, Va., are established the great cress beds of the Virginia Water Cress Company, a distinctly close corporation, of which B. C. Moorman is president, general manager, and executive pooh-bah, all in one. The production of water cress is one of the most peculiar processes known to agriculture. As the name implies, water is the essential thing, far more essential than soil, fertilization, or climatic conditions.

The farms, or rather the "beds" of the Virginia company, which are said to be the largest in America, are situated in a vale of the Alleghenies, at a mean elevation of 2,400 feet above tide-water, and directly above the famous cascades of Falling Springs. The waters of this unusual plantation are characteristic of the waters of the Warm Springs Valley section. They flow from a subterranean cavern about 100 yards from the head of the beds. These springs are thermal by nature, the year-round temperature of the waters being 72 degrees Fahrenheit.

Needs No Fertilizer.

Another peculiarity of cress culture is the absolute absence of any necessity for artificial fertilization. As fast as the old crop is harvested the roots and stems of the beds, these springs are thermal by nature, the year-round temperature of the waters being 72 degrees Fahrenheit. The tract of the cress farms is virtually level, only sufficient grade to provide speedy and steady drainage being necessary. The beds are about fifty in number and separated by white oak dikes, which constitute in themselves the necessary runway for the superintendent in his journeys about the farm. The beds range in depth from two to four feet and are cultivated of necessity exclusively by hand.

The season when water cress will bear shipment cityward, is from October 15 to May 15. Within that period the Virginia company ships to New York, Cincinnati, and Chicago upward of half a million bunches of the product. Packed in barrels and carefully refrigerated by the addition to each barrel of upward of fifty pounds of ice, the verdant consignment is shipped by express exclusively, as cress is probably the most perishable of all freight, and even the fastest of fast freight is incapable of landing the goods at the metropolitan markets in perfect condition.

Cress Has Its Enemies.

Water cress, like every other agricultural product, is beset by enemies. Chief and most to be feared is the greedy "sow bug," while numerous other insect destroyers have to be reckoned with. Another source of destruction in times past was a peculiar form of moss which by its rank and speedy growth was capable of destroying thousands of dollars' worth of cress in a few hours. Thanks to the scientists of the United States Department of Agriculture a chemical compound has now been provided which by the dissolving of a small quantity in the waters at the source of any "moss trouble" promptly eradicates the moss without the slightest detriment to the crop.

A peculiar advantage which the water from the thermal springs of Allegheny County possesses is the quantity of lime which they contain. The cress experts claim that lime-water produces cress of the highest flavor and that the best of cress can only be produced in a limestone country.

Other cress farms of lesser extent than this famous one at Falling Springs, exist in West Virginia, Western Maryland, and in Northern New York.

The cress market is one of the most undependable of any of the produce markets of the country. Its instability is based on the constancy of the demand combining with the uncertainty of the supply, and its sudden and certain deterioration. A glut in the cress market to-day may be created, but to-morrow the glut, through the perishable character of the article, is converted into an absolutely clean market.

C. & O. Earnings Satisfactory.

Chesapeake and Ohio's earnings report for June shows some unusual results. Gross earnings, as compared with those for June of 1907, show a decrease of \$67,256, equal to 29.7 per cent; operating expenses a decrease of \$93,263, equal to 10.74 per cent, and net earnings a decrease of \$34,995, equal to 17.34 per cent. The decrease in operating expenses was accomplished in the face of an increase in total maintenance of \$15,112, equal to 17.62 per cent. General expenses were increased \$11,235, equal to 8.39 per cent. The saving, consequently, was made in the cost of conducting transportation. This item shows for the month a decrease of \$38,112, equal to 33.98 per cent.

MONTGOMERY LEADS IN CATTLE RAISING

Industry Thrives in Mary-
land, Near Washington.

MILK SELLS AT THE CAPITAL

Dairymen Reap Profit in Sending
Their Product Here—Beef Fatten-
ing and Hogs Feature in Remote
Parts of County—Fine Horses a
Specialty on Some Farms.

Marked improvement in the quality of live stock raised in Montgomery County, Md., has taken place in recent years, evidence of which is given each fall in the fine exhibits made by local farmers at the Rockville fair.

The dairymen represent the most important branch of the country's live stock industry, and are perhaps the only cattle raisers who have made a notable increase in the numbers and size of their herds since the census of 1900. Supplying the Capital with from one-fourth to one-third of its milk, the dairymen of Montgomery County have a third more cattle to-day than when the census taker was around, and they have kept pace with other stock farmers in seeking to have as high-grade animals as prudent husbandry will allow.

More striking even than the improvement in the county's cattle is the improvement in horses, a feature of which is the introduction of fine Percherons for heavy draft work, and the gradual multiplication of sleek and handsome drivers capable of taking a three-minute gait without undue exertion.

Feeding beef cattle is conducted in the county on about the same scale as has been recorded for years; many fine hogs are raised, principally in small lots, but sheep have fallen into disfavor in this county, and are bred in much smaller numbers than they were twenty years ago.

Milk Product 4,000 Gallons.

Every day Montgomery County sends about 4,000 gallons of milk to Washington, though it is said that there has been a falling off in the quantity produced this summer, due partly to the prolonged drought and partly to the fact that the dairymen are confronted with the necessity of raising increased prices for feed and labor, without receiving a corresponding increase in the price of their product.

Nearly every station along the Baltimore and Ohio Railroad in the county is a milk depot, but Boyds, Barnesville, and Buck Lodge are the leading shipping points and take turns in the leadership. Mrs. J. E. Boyds, of Boyds, is the largest shipper, sending nearly 100 gallons every day. She has a fine 1,500-acre farm.

Many others send from 75 to 100 gallons each, and in few instances is milk sent by any other than the person who owns cattle. The dairy farm of Ford & Graham at Garrett Park is one of the finest and best-equipped from a sanitary standpoint in the county, though cleanliness is the universal rule. Milk sent into the District must pass District inspection, and that intended for consumption in the county must undergo State inspection, under a law passed by the last legislature of Maryland. Previous to this year Montgomery County was exempt from the State inspection law.

Use Tuberculin Test.

On the farm of Ford & Graham a precaution is taken that is not required by law. The cattle have undergone the tuberculin test by agents of the Agricultural Department. The case used on this farm are steamed both at Garrett Park and here, and are sealed in the most approved manner. The cornmeal used is ground on the place, and the cattle are fed also with bran and ensilage. The place is kept scrupulously clean. The herd is one of the few all-Jersey herds in the county.

"Milk is the cheapest product that goes into the larder to-day," said James Ford, one of the owners of this farm, "and we could not afford to sell ours for what other milk is sold, and would make no profit at 7 cents a gallon. We do not sell milk except over the counter in our Washington place."

That dairymen show an inclination to abandon the business because feed has doubled in price in recent years and labor is also higher is the opinion of Mr. Ford and several others familiar with the subject.

Durham Breed Predominates.

In the dairy herds of the county there are more Durhams than cattle of any other class, though the Jersey is largely represented and is regarded as the best of milk cattle. A combined Durham and Jersey herd, with about two Durhams to one Jersey, is found on many farms, and is considered an ideal herd from a practical standpoint. The Durhams in the county are high-class stock.

"There is no doubt but that the Jersey produces the richest cream," said a dairymen, "but after the milk is skimmed it is mighty blue. It is not so with the Durham milk." One farmer, W. M. Mobley, who has an all-Jersey herd, gets 3 cents more a gallon for his milk than the prevailing wholesale rates, and his milk is always in demand.

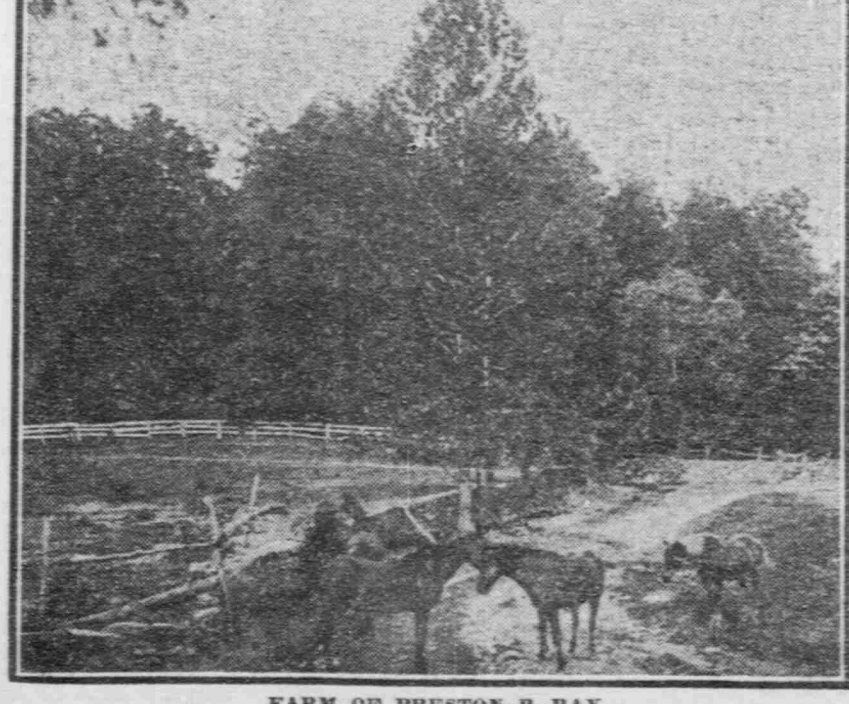
O. B. Williams, of Laytonsville, and John E. Munaster, of Norbeck, have taken the most prizes in the Jersey class and the Rockville fair. The Holstein is another variety of milk cattle held in high esteem, and Albert Fields, of Derwood, has been a prize-winner with his Holsteins. The Guernseys of Z. M. Waters, at Goshen, and the Brown Swiss of Zadeck Cook, near Gathersburg, are prize-winners in their respective classes, and William Board, of Rockville, has prize cattle in the Durham and short-horn class. Mr. Waters also has a fine herd of French Canadian cattle. H. H. Fraley, of Derwood, excels in Devon, and F. Hazel Casheal, of the same place, in Ayreshires and Gallo-ways.

Send Milk to Washington.

Those who contribute to the milk supply of Washington and of Montgomery County's thriving towns include: Bonds—Mrs. J. E. Bond, J. T. Collins, J. W. Carr, E. C. Galt, R. Greenleaf, A. J. Goss, W. M. Williams, Carl White, G. W. Watkins, J. D. Spencer, George C. Smith, J. F. Lewis, E. A. McAlister, James H. Galt, J. A. Thompson, J. A.

Continued on Page 3, Column 5.

ADMIRAL DEWEY'S HORSES PASTURE HERE.



FARM OF PRESTON B. RAY.